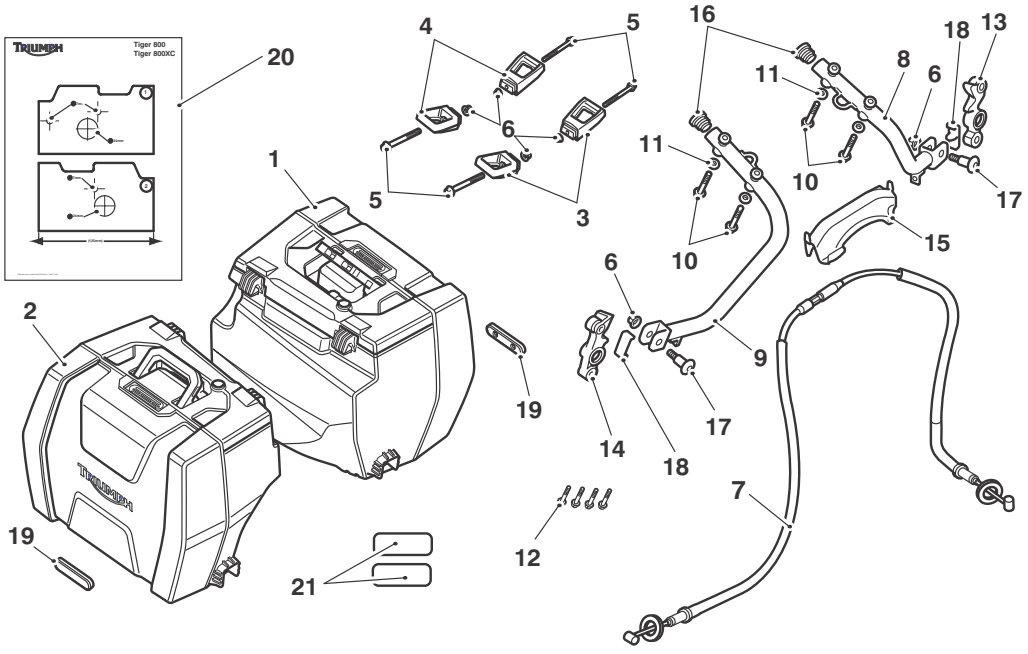
English

Fitting Instructions:
Tiger 800, Tiger 800XC, Tiger XR, Tiger XRx, Tiger XC, Tiger XCx
A9508166, A9508172 and A9508173

Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

Completely read all of these instructions before commencing the installation of the accessory kit in order to become thoroughly familiar with the kit's features and the installation process.

These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory-equipped motorcycle is subsequently sold.



T1588

Parts Supplied:

1.	Pannier assembly, left hand	1 off	12.	Screw, M6 x 20 mm	4 off
2.	Pannier assembly, right hand	1 off	13.	Rocker arm, left hand	1 off
3.	Pannier upper mount, front	2 off	14.	Rocker arm, right hand	1 off
4.	Pannier upper mount, rear	2 off	15.	Cable cover	1 off
5.	Bolt, M8 x 80 mm	4 off	16.	Third mount end plug	2 off
6.	Nut, M8	6 off	17.	Pivot bolt	2 off
7.	Pannier cable	1 off	18.	Moulded cap	2 off
8.	Pannier third mount, left hand	1 off	19.	Reflector, red	2 off
9.	Pannier third mount, right hand	1 off	20.	Template	1 off
10.	Bolt, M6 x 50 mm	4 off	21.	Protective film	2 off
11.	Washer, M6	4 off	22.	Cleaning wipe (not shown)	1 off

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Warning

This accessory kit is designed for use on Triumph Tiger 800, Tiger 800XC, Tiger XR, Tiger XRx, Tiger XC, Tiger XCx motorcycles only and should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting this accessory kit to any other Triumph model, or to any other manufacturer's motorcycle will affect the performance, stability and handling of the motorcycle. This may affect the rider's ability to control the motorcycle and could cause an accident.

Warning

Always have Triumph approved parts, accessories and conversions fitted by a trained technician of an authorised Triumph dealer. The fitment of parts, accessories and conversions by a technician who is not of an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and an accident.

Warning

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.

Warning

A torque wrench of known accurate calibration must be used when fitting this accessory kit. Failure to tighten any of the fasteners to the correct torque specification may affect motorcycle performance, handling and stability. This may result in loss of motorcycle control and an accident.

Note:

- **Ensure the Triumph Tiger 800, Tiger 800XC, Tiger XR, Tiger XRx, Tiger XC, Tiger XCx Service Manual is available for reference during the fitting of this accessory kit.**
- **For Tiger 800 and Tiger 800XC models up to VIN 583614, a suitable hand-held power drill with a 7 mm diameter drill bit and a 24 mm diameter sheet metal punch are required to fit this kit.**
- **Triumph offers a broad range of approved genuine accessories for your motorcycle. We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories always refer to the instructions supplied with the respective accessory kit.**

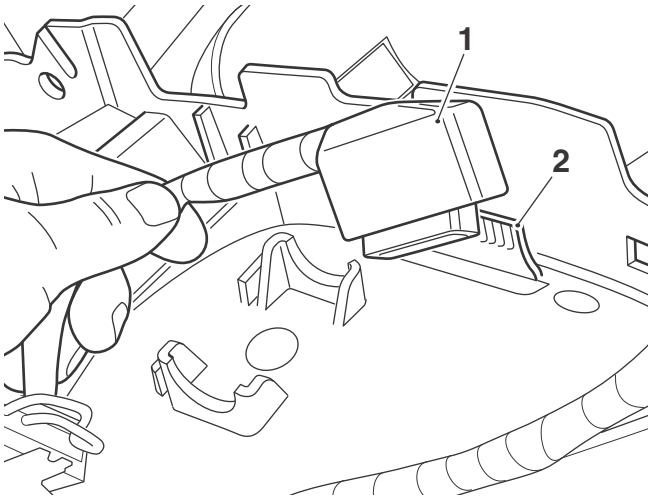
Installation of the Pannier Third Mounts and Pannier Cable

1. Position the motorcycle on a paddock stand.
2. Remove the rider's seat, as described in the Owner's Handbook.

Note:

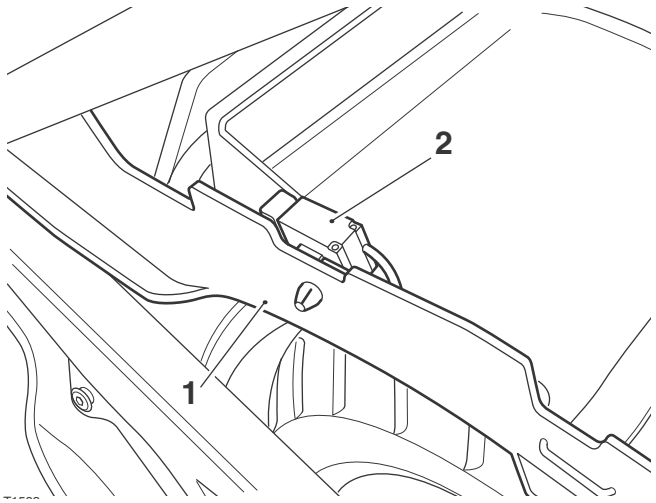
- **For Tiger 800 and Tiger 800XC up to VIN 583614, continue from step *3*.**
- **For Tiger 800, Tiger 800XC, Tiger XR, Tiger XRx, Tiger XC, Tiger XCx from VIN 583615 continue from step *30*.**
- **Lock nuts can be reused, providing resistance can be felt when the locking portion passes over the thread of the bolt or stud.**
- **Always use the correct replacement lock nut as recommended in the Triumph parts catalogue.**

3. Remove the diagnostic socket from its location on the battery tray moulding. Move the diagnostic socket and wiring harness away from the side of the battery tray moulding.



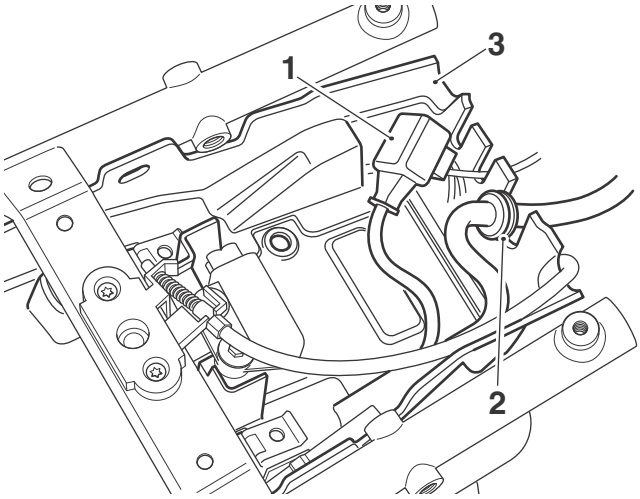
1. Diagnostic socket
2. Location, battery tray moulding

4. Remove the following components, as described in the Service Manual:
   - Battery
   - Rear light
   - Silencer.
5. Remove the tool kit.
6. Detach the twelve way alarm connector from the battery tray moulding and position aside.



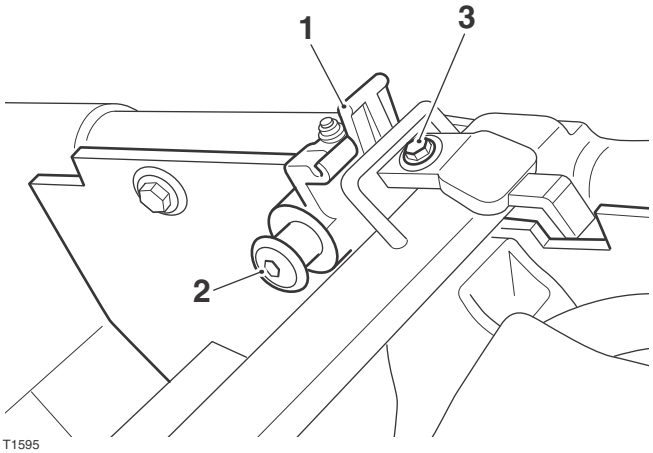
1. Battery tray moulding
2. Twelve way alarm connector

7. Carefully release the relay and wiring harness grommet from their location at the rear of the battery tray moulding.



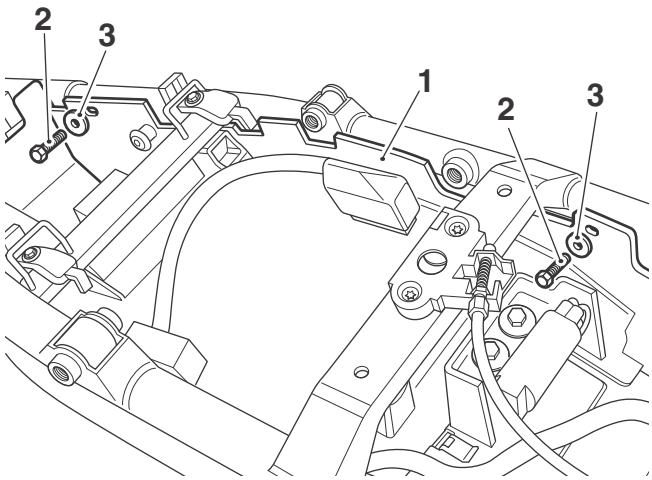
1. Relay
2. Wiring harness grommet
3. Battery tray moulding

8. Remove the shouldered bolts and M6 x 20 mm screws securing the seat hook mouldings and remove the seat hook mouldings. Retain the seat hook mouldings and fixings for reuse.



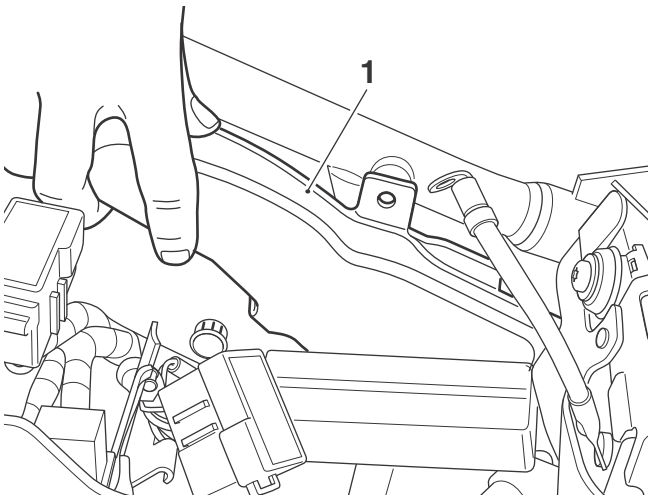
1. Seat hook moulding (right hand shown)
2. Shouldered bolt (right hand shown)
3. Screw, M6 x 20 mm (right hand shown)

9. Remove the four screws and washers securing the battery tray moulding to the motorcycle frame. Note, one of the screws also retains the air intake duct. Discard the screws. Retain the washers for reuse.



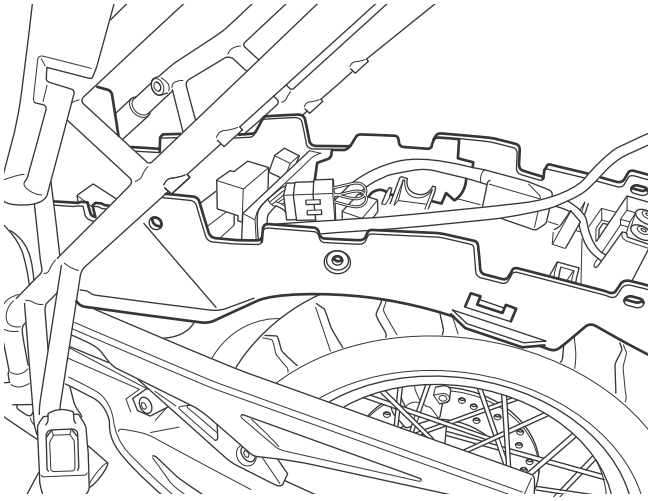
1. Battery tray moulding
2. Screw (right hand shown)
3. Washer (right hand shown)

10. Remove the air intake duct.



1. Air intake duct

11. Carefully lower the battery tray moulding to rest on the rear tyre.



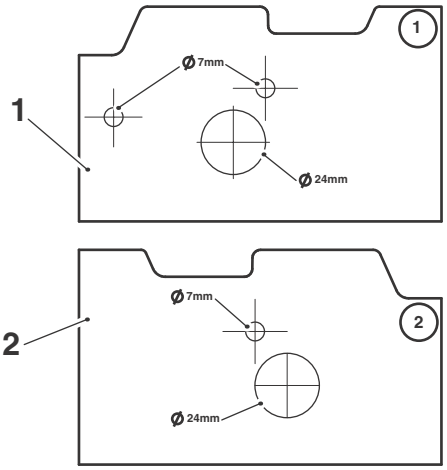
Caution

When cutting the left hand and right hand templates from the template sheet, always use the correct cutting tools and personal protection equipment. Failure to use these may result in personal injury.

Note:

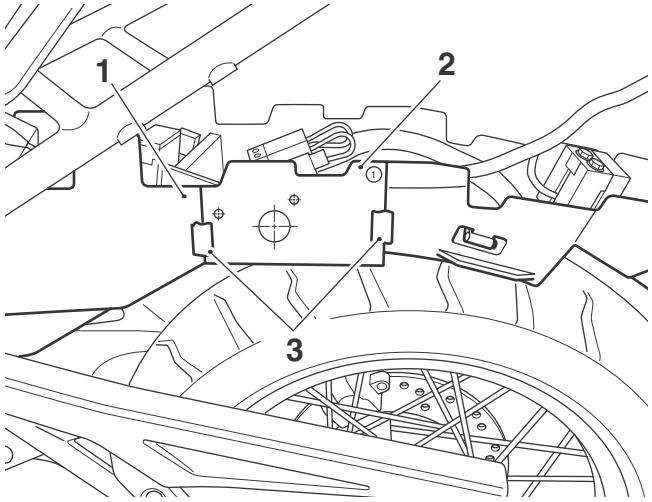
- **The template provided is actual size. When cutting out the left hand and right hand images ensure the cut is made accurately along the outline.**

12. Collect the template from the kit and carefully cut out the left hand template, upper image '1'.



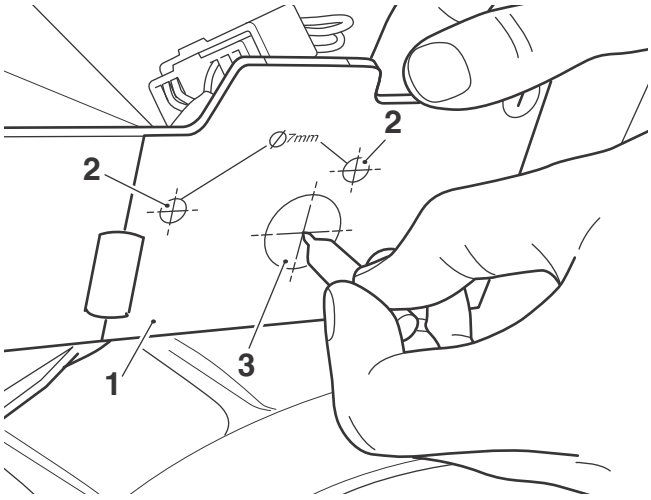
1. Template '1', left hand
2. Template '2', right hand

13. Position the left hand template to the left hand outer edge of the battery tray moulding, as shown. Secure the template to the battery tray moulding using a suitable adhesive masking tape (not supplied in the kit).



1. Battery tray moulding
2. Template '1', left hand
3. Adhesive tape

14. Carefully mark the centre of the 7 mm and 24 mm holes indicated on the template.



1. Template
2. Hole, 7 mm
3. Hole, 24 mm

15. Note the position of the 24 mm hole, remove and discard the template.
16. Repeat steps 12 to 15 for the right hand template '2' on the right hand side of the battery tray moulding.

Warning

When drilling the battery tray moulding take extreme care not to allow the drill bit to come into contact with any part of the motorcycle tyre. Any damage to the tyre could result in unexpected deflation, leading to loss of motorcycle control and an accident.

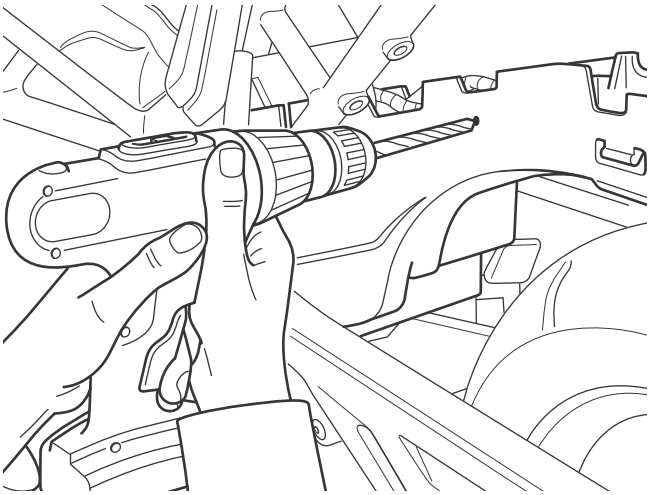
Warning

Before drilling or cutting any holes in the battery tray moulding ensure all wiring harnesses and electrical connectors are moved away from the area on the battery tray moulding which is to be drilled or cut. Failure to move the wiring harnesses or electrical connectors away from the drilling or cutting area could result in damage to a wiring harness or electrical connector and cause a hazardous electrical problem. This could give rise to a dangerous riding condition resulting in a fire, loss of motorcycle control and an accident.

Caution

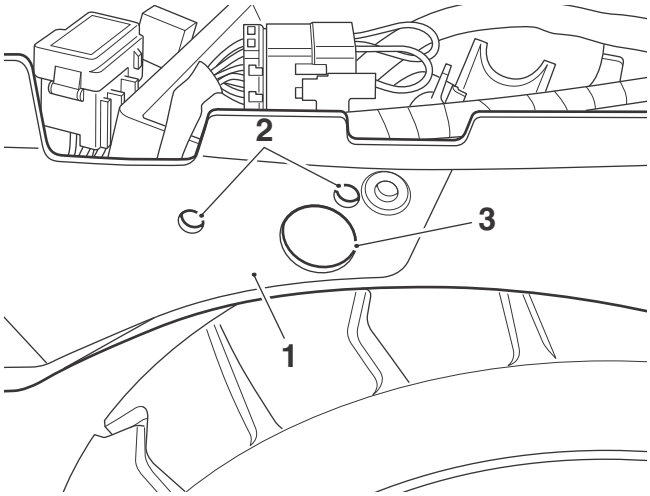
Care must be taken when drilling or cutting any holes in the battery tray moulding. Damage to the battery tray moulding may result from inadequate care while drilling or cutting any holes rendering the battery tray moulding unfit for further use and requiring replacement.

17. Using the markings as a guide carefully drill two 7 mm holes on the left hand side of the battery tray moulding and one 7 mm hole in the right hand side of the battery tray moulding.



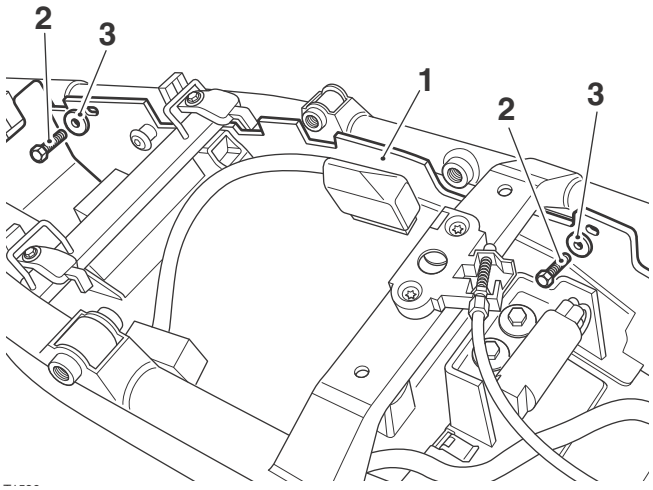
18. Using the markings provided carefully drill suitable size pilot holes for the 24 mm sheet metal punch.

19. Using the sheet metal punch carefully cut the 24 mm hole in the left hand and right hand side of the battery tray moulding.
20. Remove any burrs from around all drilled/cut holes which may have resulted from the drilling/cutting process.



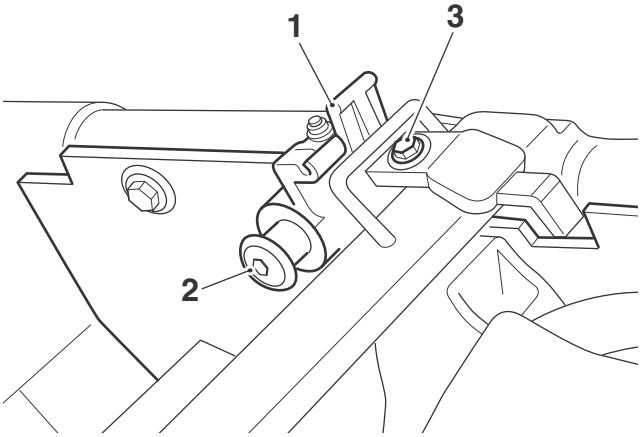
1. Battery tray moulding
2. Hole, 7 mm (left hand shown)
3. Hole, 24 mm (left hand shown)

21. Carefully refit the battery tray moulding into position.
22. Refit the air intake duct. Ensure the air duct locates correctly on the air box.
23. Using the four M6 x 20 mm screws from the kit, together with the original washers secure the battery tray moulding and air intake duct to the motorcycle frame. Tighten the fixings to **6 Nm**.



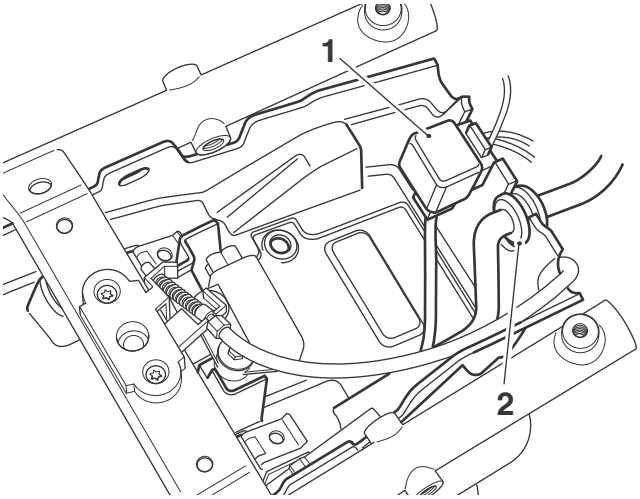
1. Battery tray moulding
2. Screw, M6 x 20 mm (right hand shown)
3. Washer (right hand shown)

24. Refit the seat hook mouldings and secure with the original shouldered bolts and M6 x 20 mm screws. Tighten the fixings to **5 Nm**.



1. Seat hook moulding (right hand shown)
2. Shouldered bolt (right hand shown)
3. Screw, M6 x 20 mm (right hand shown)

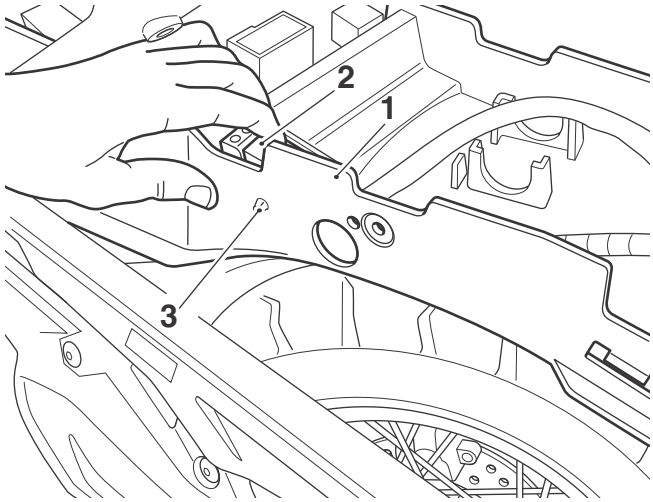
25. Refit the relay block and cable grommet to the battery tray moulding.



1. Relay
2. Grommet, wiring harness

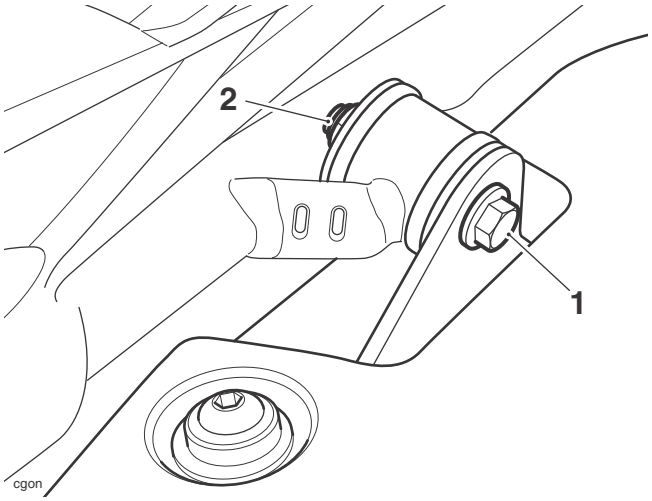
26. Refit the diagnostic socket to the battery tray moulding.

27. Fit the twelve way alarm connector to the new 7 mm hole drilled on the left hand side of the battery tray moulding, as shown.



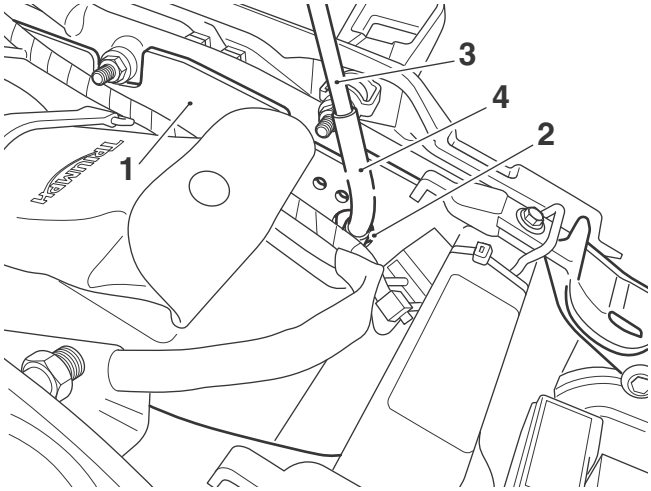
1. Battery tray moulding
2. Twelve way alarm connector
3. 7 mm drilled hole

28. Refit the following components, as described in the Service Manual:
    - Battery
    - Rear light (do not refit the rear rack at this stage)
    - Silencer.
29. Refit the tool kit.
30. Support the silencer and loosen its fixing. Raise the silencer up and tighten its fixing to **15 Nm**.



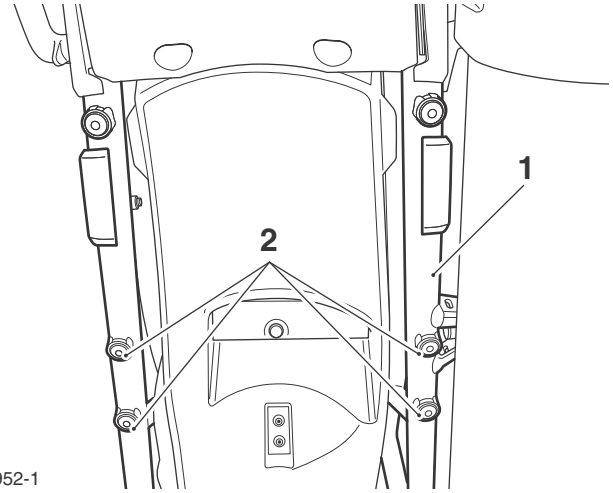
1. Silencer mounting bracket fixing
2. Nut

31. Collect the pannier cable from the kit.
32. Feed the end of the pannier cable with the curved metal tubing, over the main wiring harness in the battery tray moulding and through the large hole on the left hand side of the battery tray moulding.



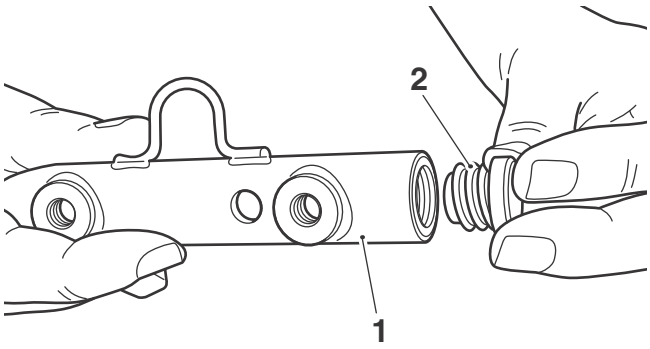
1. Battery tray moulding
2. Large hole
3. Pannier cable
4. Curved metal tubing

33. Feed the opposite end of the pannier cable through the large hole on the right hand side of the battery tray moulding.
34. Remove the front four blanking plugs from the underside of the rear subframe, as shown. Retain the blanking plugs if the motorcycle is to be returned to its original condition.



1. Subframe
2. Blanking plugs

35. Fit the end plugs provided into the pannier third mounts as shown.

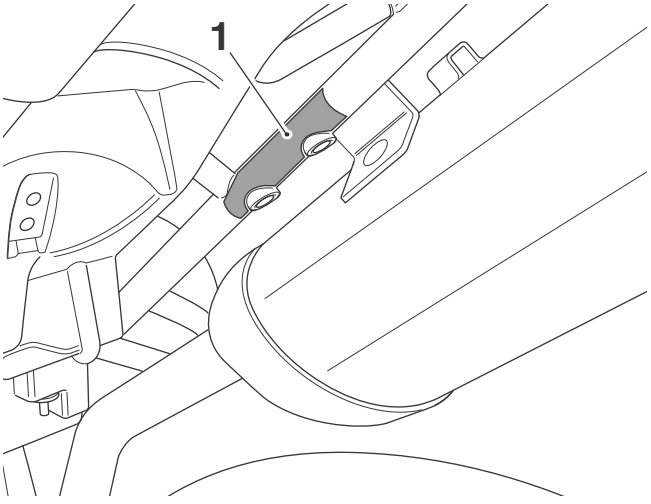


1. Pannier third mount
2. End plug

Note:

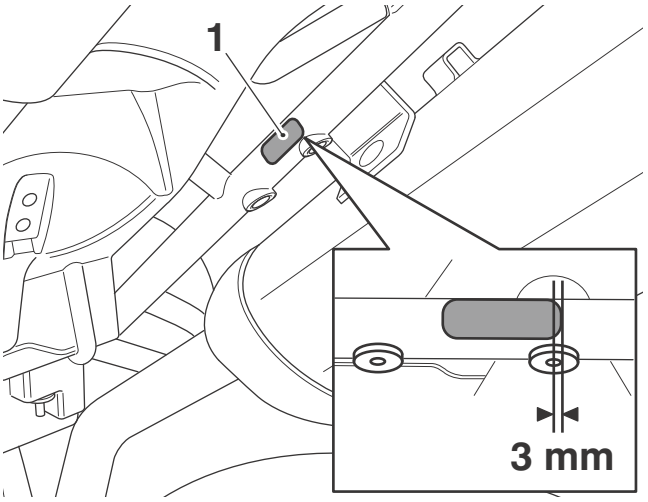
- **Read the warning notices printed on the cleaning wipe packet in the fitting kit.**

36. Using the cleaning wipe provided, clean the areas on both the left and right hand sides of the rear subframe shown in grey below.



1. Area to be cleaned (right hand shown, left hand similar)

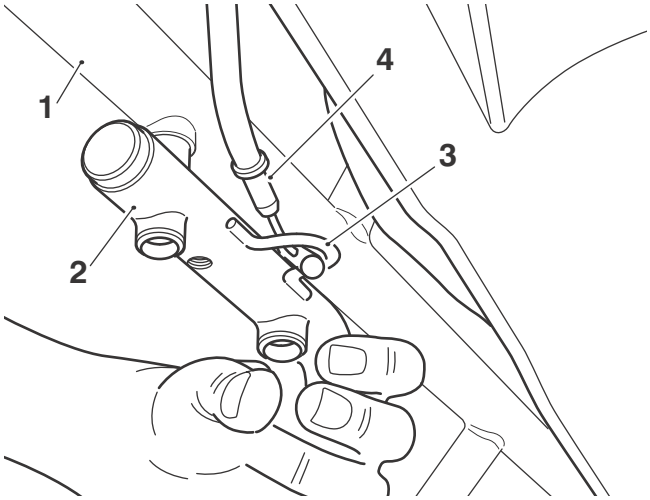
37. Take a self-adhesive protective film from the kit. Peel approximately 15 mm of the backing paper away from one end of the protective film. Locate the protective film against the right hand side of the rear subframe, positioned as shown below.



1. Protective film position (right hand shown, left hand similar)

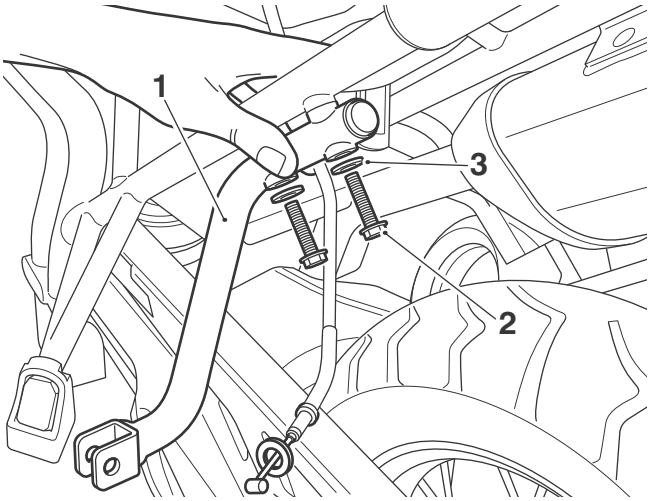
38. When aligned correctly, carefully press the exposed area of film onto the rear subframe.
39. Gradually peel away the backing paper from the protective film, pressing the areas of exposed film to the contours of the rear subframe until the protective film is fully applied.
40. Use a soft, lint free cloth to press the protective film firmly on to the rear subframe, removing air pockets where necessary.
41. Repeat steps 37 to 40 for the left hand side of the rear subframe.

42. Whilst offering the left hand pannier third mount to the motorcycle rear subframe, route the pannier cable through the wire guide on the pannier third mount.



1. Subframe
2. Left hand pannier third mount
3. Wire guide
4. Pannier cable

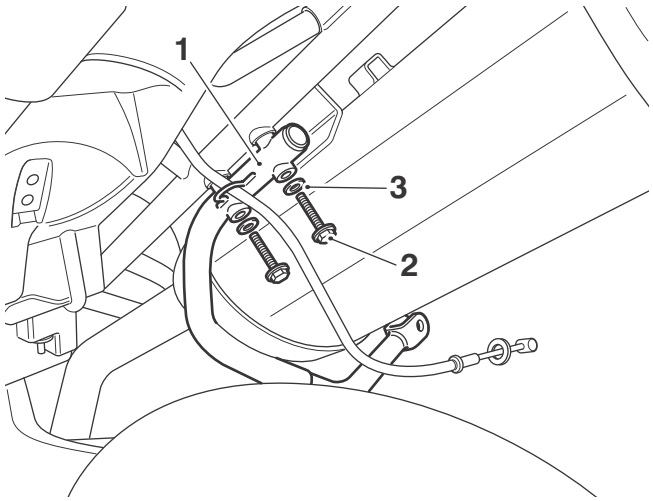
43. Secure the left hand pannier third mount to the motorcycle rear subframe using two M6 x 50 mm bolts and M6 washers, in the orientation shown. Tighten the bolts to **12 Nm**.



1. Left hand pannier third mount
2. Bolt, M6 x 50 mm
3. Washer, M6

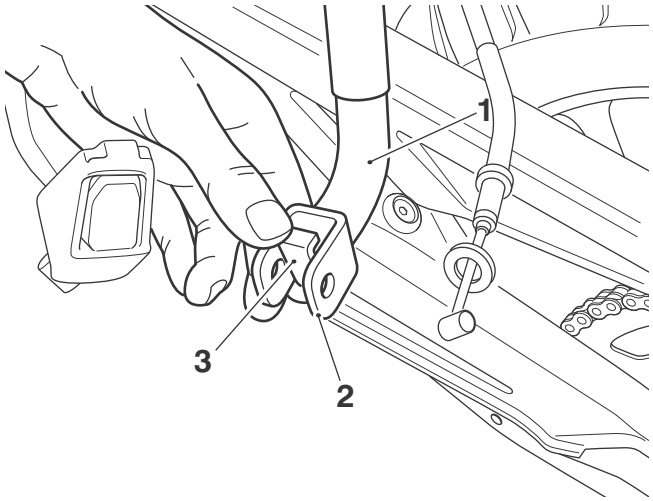
44. Whilst offering the right hand pannier third mount to the motorcycle rear subframe, route the pannier cable through the wire guide on the pannier third mount.

45. Fit the right hand pannier third mount to the motorcycle rear subframe and secure using two M6 x 50 mm bolts and M6 washers, in the orientation shown. Tighten the bolts to **12 Nm**.



1. Right hand pannier third mount
2. Bolt, M6 x 50 mm
3. Washer, M6

46. Fit the moulded caps into the clevis section of the left and right hand pannier third mounts, ensuring the moulded caps locate correctly in the hole provided in the clevis.



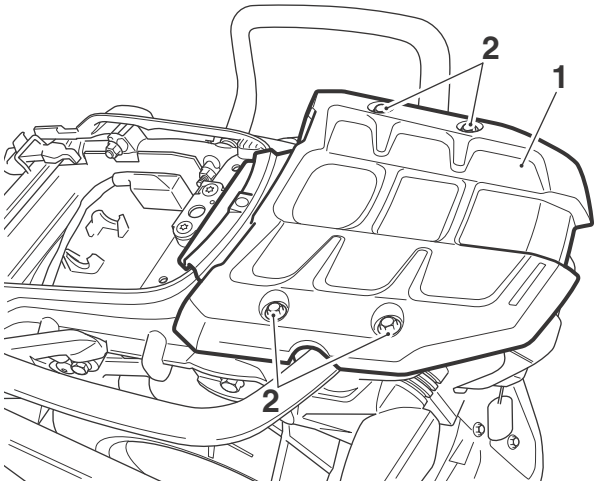
1. Pannier third mount (left hand shown)
2. Clevis section
3. Moulded cap

Installation of the Upper Mounts

Note:

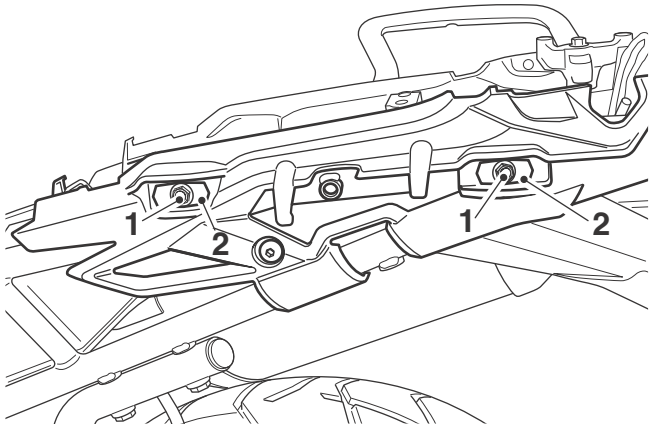
- **For Tiger 800 and Tiger 800XC up to VIN 583614, the rear rack has been removed during installation of the pannier third mounts, therefore continue from step *2*.**
- **For Tiger 800, Tiger 800XC, Tiger XR, Tiger XRx, Tiger XC, Tiger XCx from VIN 583615 continue from step *1*.**

1. Remove the four fixings, retain for reuse and remove the rear rack moulding.



1. Rear rack
2. Fixings

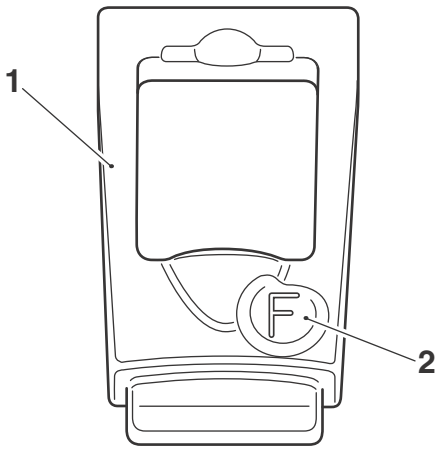
2. Remove the two nuts and bolts and remove the two left hand pannier mounting plates.
   - Retain the plates for reuse
   - Retain the bolts for reuse if the motorcycle is to be returned to its original condition
   - Discard the nuts.



1. Bolts/nuts (nuts not shown)
2. Pannier mounting plates

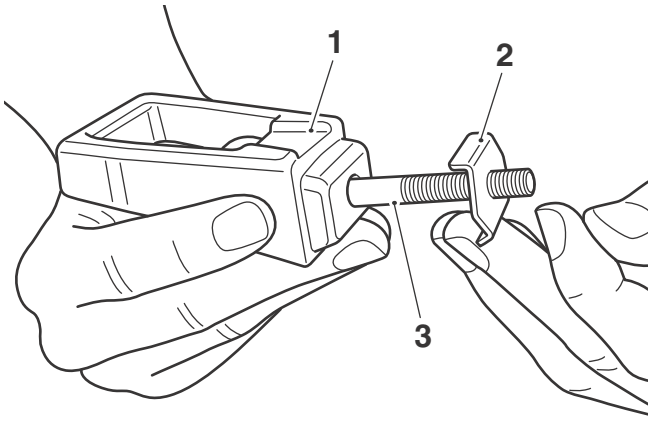
Note:

- **The front upper pannier mounts are identified by an 'F' on the underside face, as shown.**



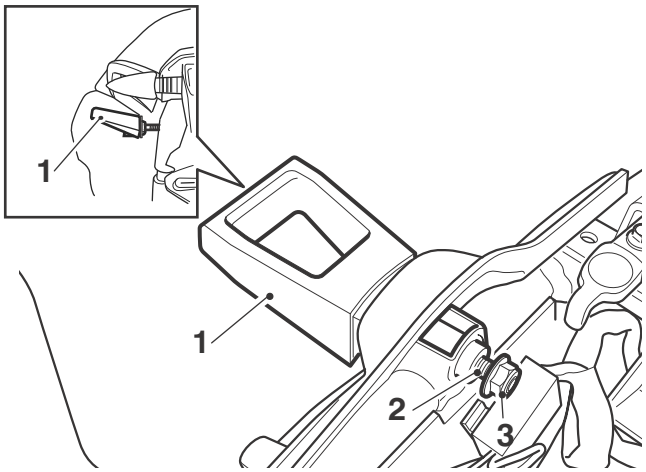
1. Front upper pannier mount
2. 'F' marking

3. Assemble a front pannier upper mount with a pannier mounting plate and M8 x 80 mm bolt, in the orientation shown below.



1. Front pannier upper mount
2. Pannier mounting plate
3. Bolt, M8 x 80 mm

4. Fit the front pannier upper mount to the side panel on the left hand side of the motorcycle, in the orientation shown and retain with an M8 nut from the kit. Tighten the nut to **20 Nm**.

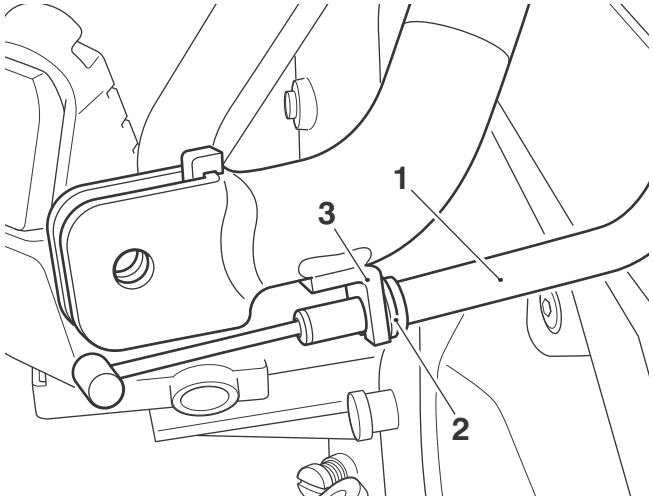


1. Front pannier upper mount
2. Bolt, M8 x 80 mm
3. Nut, M8

5. Repeat steps 3 and 4 for the rear pannier upper mount.
6. Repeat steps 2 to 5 for the right hand side of the motorcycle.
7. Refit the rear rack moulding and tighten the fixings to **3 Nm**.

Installation of the Rocker Arms

1. Locate the outer cable into the bracket on the left hand third mount, ensuring the washer is positioned as shown below.



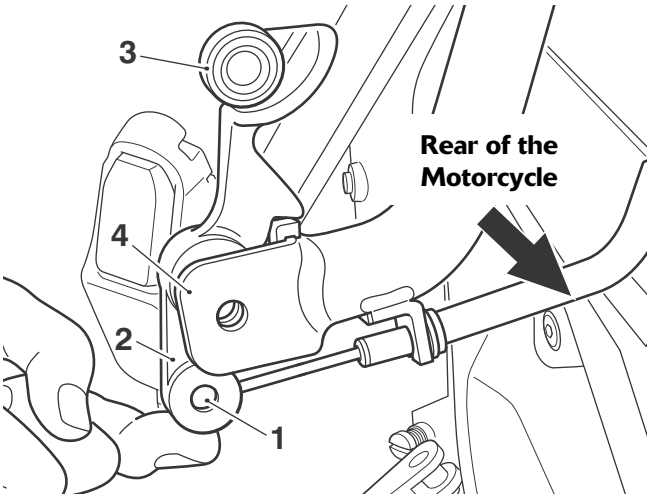
1. Pannier cable
2. Washer
3. Bracket, pannier third mount

Warning

When locating the rocker arm into the clevis section of the third mount, ensure that the cable is correctly located into the slot on the rocker arm. If the cable is not correctly located it can be bent and permanently damaged during rocker arm fitment which will cause incorrect cable function. Incorrect cable function may cause the motorcycle to become unstable leading to loss of control and an accident.

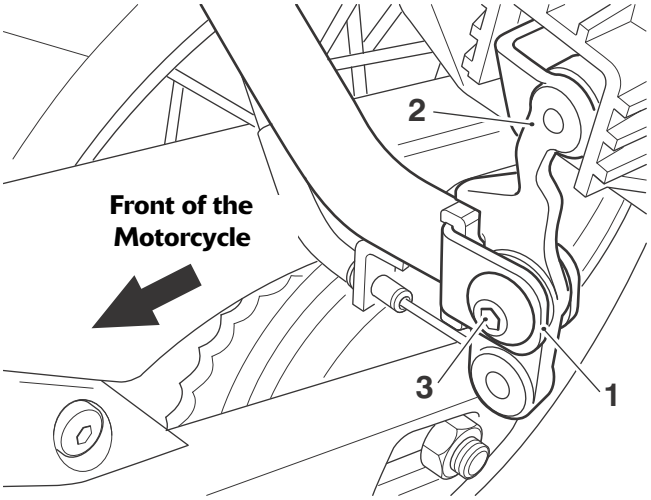
2. Collect the rocker arms, shouldered bolts and two M8 nuts from the kit.

3. Fit the end of the cable into the left hand rocker arm, with the wheel of the rocker arm facing towards the rear of the motorcycle and locate the rocker arm into the clevis section of the third mount, as shown below.



1. Pannier cable
2. Rocker arm
3. Wheel, rocker arm
4. Pannier third mount

4. Fit a shouldered bolt from the kit, with the head of the bolt towards the front of the motorcycle, to retain the rocker arm to the clevis of the left hand third mount. Fit an M8 nut from the kit to secure the shouldered bolt. Tighten the nut to **20 Nm**.



1. Clevis, pannier third mount
2. Rocker arm
3. Shouldered bolt

5. Repeat steps 1 to 4 for the right hand side of the motorcycle.

Pannier Cable Adjustment

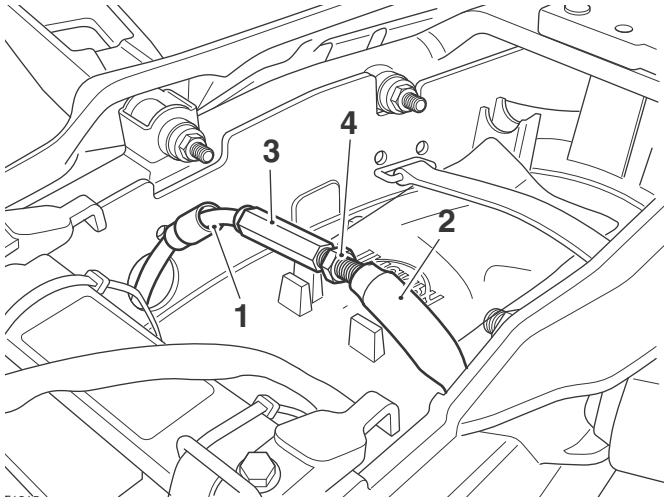
Warning

Cable adjustment must be carried out with the panniers empty.

Adjustment of the pannier cable with the panniers loaded will cause an incorrect adjustment to be set.

Riding the motorcycle with panniers fitted and the cable incorrectly adjusted may cause the motorcycle to become unstable leading to loss of control and an accident.

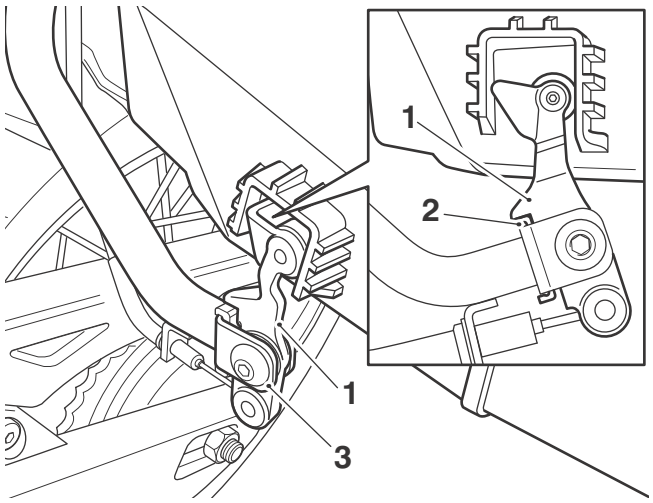
1. Check that the motorcycle is in an upright position on a paddock stand or the centre stand (if fitted).
2. Mount the panniers as described on page *14*.
3. From inside the battery tray moulding, slide the rubber sleeve along the pannier cable to expose the cable adjuster and lock nut.



1. Pannier cable
2. Rubber sleeve
3. Cable adjuster
4. Lock nut

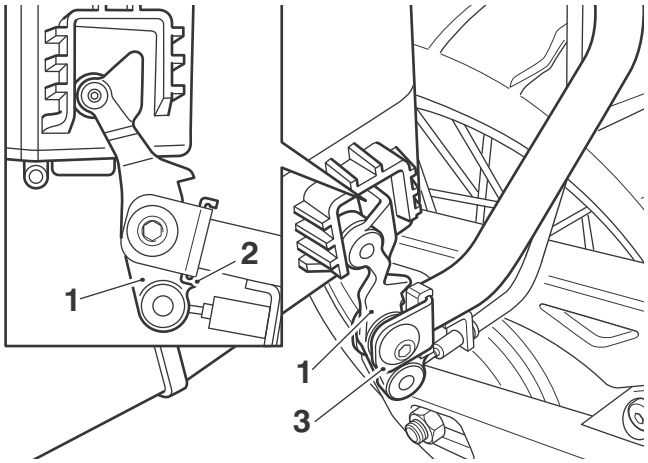
4. Loosen the pannier cable lock nut.

5. Push the left hand pannier inwards towards the motorcycle, as far as it will go, until the left hand rocker arm contacts the top of the moulded cap in the clevis, as shown.



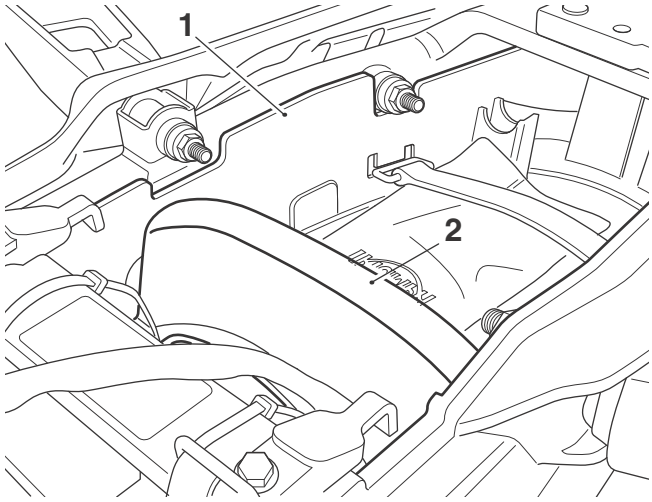
1. Rocker arm
2. Moulded cap
3. Clevis

6. While holding the left hand pannier in the position described in step 5, turn the adjuster section of the pannier cable so that the right hand rocker arm is pushed outwards, away from the motorcycle, until it contacts the bottom of the moulded cap in the clevis, as shown below. This action will cause the right hand pannier to be pushed outwards, away from the motorcycle.



1. Rocker arm
2. Moulded cap
3. Clevis

7. When correctly adjusted, hold the adjuster section of the cable and tighten the cable lock nut to **2.5 Nm**.
8. Slide the rubber sleeve to cover the cable adjuster.
9. Check that the panniers are free to move smoothly and are unobstructed. Rectify if necessary.
10. Fit the cable cover provided into the battery tray moulding. The pegs on the cable cover locate into the small holes in the battery tray moulding.



1. Battery tray moulding
2. Cable cover

Warning

When the panniers are fitted, do not ride the motorcycle with the pannier third mount and/or pannier cable removed or incorrectly adjusted.

Riding the motorcycle with the pannier third mount and/or pannier cable removed or incorrectly adjusted may cause the motorcycle to become unstable leading to loss of motorcycle control and an accident.

11. Refit the rider's seat, as described in the Owner's Handbook.
12. Remove the motorcycle from the paddock stand or centre stand (if fitted).

Note:

- **Re-check the pannier cable adjustment and operation at each service as recommended in the 'Maintenance and Adjustment' section of the Owner's Handbook.**

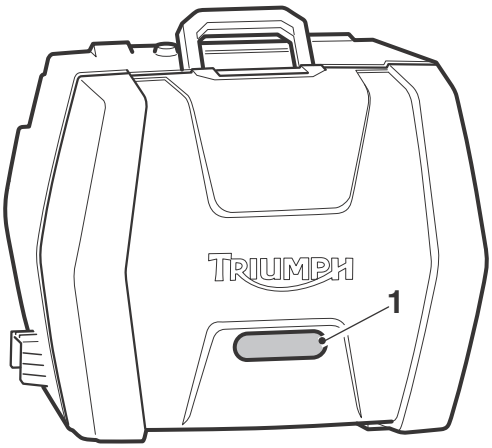
Reflector Fitment - United States, Canada and Singapore Only

1. Peel the protective film from the back of each reflector.

Notice

Failure to fit a reflector to each pannier as shown contravenes federal law and renders the motorcycle illegal for road use in the United States, Canada and Singapore. Always fit the reflectors as shown.

2. Fit one reflector to each pannier, in the position shown, ensuring the surface of the pannier is clean and free from grease.



1. Reflector

Lock Barrel Fitment

1. Take a lock barrel and key (supplied with the motorcycle), insert the key into the barrel and push the barrel into position in the pannier until it clicks into place.

Note:

- **The lock barrel will only fit one way.**

2. Check the operation of the lock barrel.
3. Turn the key to the locked position and remove the key.
4. Fit a lock barrel to the remaining pannier in the same manner.

Mounting the Panniers

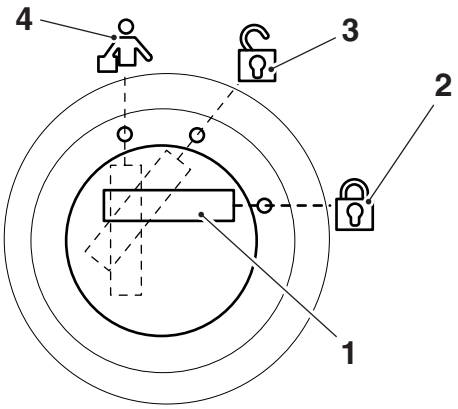
Warning

The two panniers fitted to this motorcycle are designed to be fitted as a pair. Never ride the motorcycle with only one pannier installed. Riding the motorcycle with one pannier installed may cause the motorcycle to become unstable leading to loss of control and an accident.

To install each pannier:

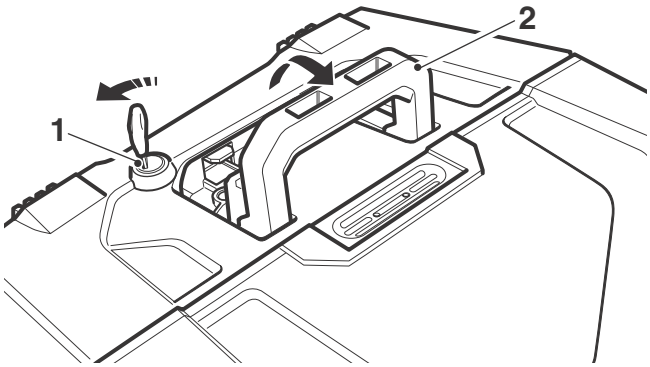
Note:

- **The same procedure can be followed to remove and mount the left hand or the right hand panniers.**
- **The pannier is marked in three positions around the lock barrel. To lock, open or release the panniers, the key slot must align with the corresponding symbols around the barrel as shown.**



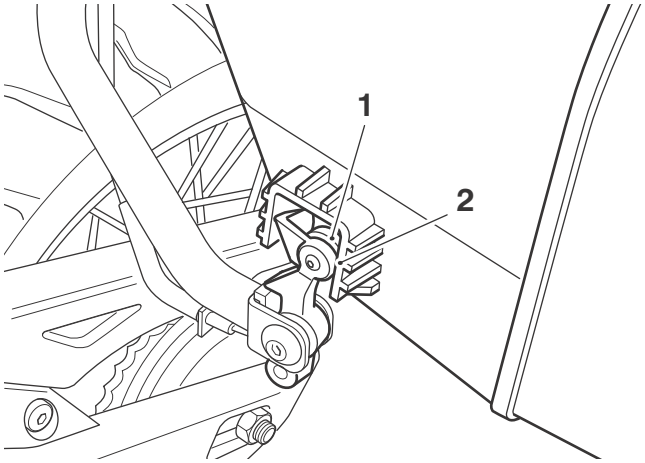
1. Key slot (shown in the LOCK position)
2. Lock position symbol
3. Unlock position symbol
4. Release position symbol

1. Insert the key into the lock. Turn the key to the RELEASE position and lift the carrying handle to its fully raised position.



1. Lock
2. Carrying handle

2. Position the pannier to the motorcycle and engage the fixed hooks of the pannier with the pannier mounting points.
3. Ensure that the third mount rocker arm fits into the locating cup moulded into the front of the pannier.



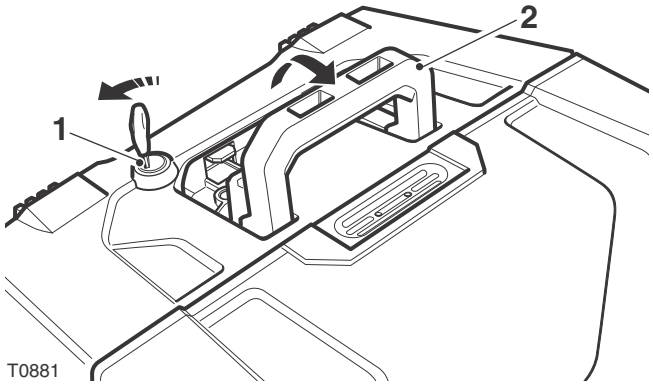
1. Rocker arm (left hand shown)
2. Locating cup

4. Lock the pannier to the pannier mountings by pressing the carrying handle to the fully closed position whilst turning the key to the LOCK position. Remove the key.

To remove each pannier:

Note:

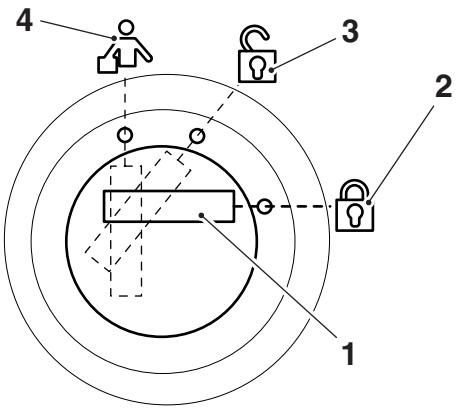
- **The same procedure can be followed to remove and mount the left hand or the right hand panniers.**



1. Lock
2. Carrying handle

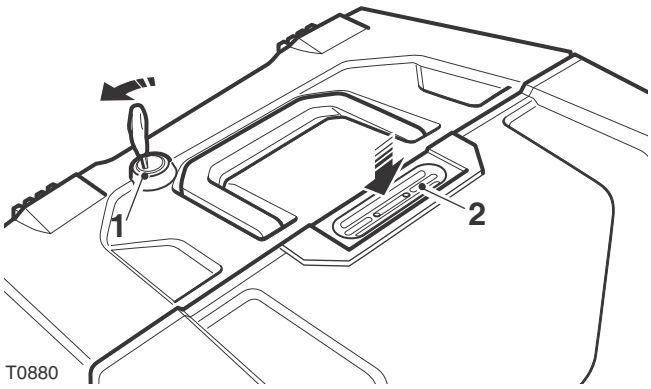
1. To unlock and remove the pannier from the pannier mountings, turn the key to the RELEASE position and lift the carrying handle to its fully raised position. Lift the pannier free from the pannier mountings.

Pannier Operation



1. **Key slot (shown in the LOCK position)**
2. **Lock position symbol**
3. **Unlock position symbol**
4. **Release position symbol**

1. To unlock and open the pannier, insert the key and turn it to the UNLOCK position, then press down on the latch plate. The lid can then be opened.



1. **Lock**
2. **Latch plate**

Caution

The pannier lid has two latch positions; the first latch position acts as a safety catch. Always ensure the pannier lid is fully closed on to the second latch position, as the pannier will not fully seal on the first latch position. Riding the motorcycle with the pannier lid in this position may allow water or dust ingress into the pannier, causing damage to the pannier contents.

Note:

- **Due to the effective nature of the pannier lid seal, reasonable force may be required to close the lid to the second latch position.**

2. To close and lock the pannier, close the lid until the second 'click' is heard. Turn the key to the LOCK position and remove it.

Caution

When loading or unloading the panniers while the panniers are fitted to the motorcycle, avoid applying load to the pannier lids. Applying load to the pannier lids while the panniers are fitted to the motorcycle may subject the pannier lid retaining straps to excessive forces, causing damage to the pannier and pannier lid retaining straps.

Warning

The maximum safe load for each pannier is 5 kg (11 lbs). Never exceed this loading limit as this may cause the motorcycle to become unstable leading to loss of control and an accident.

Warning

The two panniers fitted to this motorcycle are linked by a cable link mechanism to enhance stability. This cable link mechanism allows a small amount of sideways pannier movement, independently of the motorcycle.

Do not remove or adjust the cable link mechanism (except as described on page *12* of this instruction) as motorcycle stability will be affected. Riding the motorcycle with the cable link mechanism removed or incorrectly adjusted may cause the motorcycle to become unstable leading to loss of control and an accident.

Warning

In all cases, loads must be evenly distributed on both sides of the motorcycle. Uneven loading may cause instability, loss of control and an accident.

Warning

After fitting the accessory kit the motorcycle will exhibit new handling characteristics. Operate the motorcycle in a safe area free from traffic to gain familiarity with any new handling characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and an accident.

Warning

Never ride an accessory-equipped motorcycle (including those fitted with Triumph approved windscreens and luggage systems) at speeds above 80 mph (130 km/h).

The presence of accessories such as windscreens and luggage systems will cause changes in the stability and handling of the motorcycle. Failure to allow for changes in motorcycle stability may lead to loss of control or an accident.

Remember that the 80 mph (130 km/h) limit will be reduced by the fitting of non-approved accessories, incorrect loading, worn tyres, overall motorcycle condition and poor road or weather conditions.

Warning

This motorcycle must not be operated above the legal road speed limit except in authorised closed course conditions.

Warning

Only operate this Triumph motorcycle at high speed in closed course on-road competition or on closed course racetracks. High speed operation should only be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions.

High speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.